

IN THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A vehicle suspension system, comprising:

a damping device having a piston that telescopically mates with a cylinder, the piston and cylinder being ~~first and second opposite portions~~ moveable in opposite directions toward and away from one another, one of said piston and cylinder being ~~said damping device having the first portion adapted to be coupled to a motor vehicle frame and the other of said piston and cylinder being~~ ~~second portion adapted to be coupled to a motor vehicle wheel mount structure, said damping device being adapted to dampen movement of said portions toward or away from one another; and~~

~~first and second magnetic structures connected to said piston and cylinder~~ first portion and said second portion, respectively, said first and second magnetic structures having like magnetic poles opposing one another to create a resilient magnetic bias to repel said piston and cylinder ~~first and second portions~~ during a relative movement of said piston and cylinder ~~portions~~ toward one another, wherein the first and second magnetic structures are disposed radially outwardly from the piston and cylinder, respectively ~~damping device~~.
2. (Original) The vehicle suspension system of claim 1, further comprising an outer structure adapted to receive and contain said damping device and said first and second magnetic structures.
3. (Original) The vehicle suspension system of claim 2, wherein an interior surface of said outer structure is positioned in sliding engagement with outer surfaces of said first and second magnetic structures.
4. (Original) The vehicle suspension system of claim 3, wherein the interior surface of said outer structure is positioned in sliding engagement with the outer

surfaces of said first and second magnetic structures so as to form a fluid-tight seal between said outer structure and said magnetic structures.

5. (Cancelled)

6. (Currently Amended) The vehicle suspension system of claim 5, further comprising a pressurized gas disposed within the suspension system, wherein the pressurized gas is disposed within a cavity having cavity walls defined by said first and second magnetic structures, an outer surface of the damping device, and said outer structure.

7. (Currently Amended) The vehicle suspension system of claim 5, further comprising a pressurized gas disposed within the suspension system, wherein the pressurized gas resiliently biases said first and second magnetic structures away from one another.

8. (Original) The vehicle suspension system of claim 2, wherein said outer structure further comprises shock-absorbing boots on end portions thereof.

9. (Currently Amended) The vehicle suspension system of claim 1, wherein said damping device comprises a twin-tube shock absorber.

10. (Currently Amended) The vehicle suspension system of claim 1, wherein said damping device comprises a conventional automotive shock absorber.

11. (Currently Amended) The vehicle suspension system of claim 1, wherein said first and second magnetic structures are disposed on exterior surfaces of said piston and cylinder ~~first and second opposite portions~~, respectively.

12. (Currently Amended) The vehicle suspension system of claim 1, wherein said first and second magnetic structures are provided with apertures extending through portions thereof; and

wherein said piston and cylinder~~first and second opposite portions~~ are received in the apertures of said first and second magnetic structures, respectively.

13. (Original) The vehicle suspension system of claim 11, wherein said first and second magnetic structures comprise first and second corresponding pluralities of individual magnets.

14. (Currently Amended) A suspension device, comprising:

a damping device having a piston that telescopically mates with a cylinder, the piston and cylinder being~~first and second opposite portions~~ moveable in opposite directions toward and away from one another, one of said piston and cylinder being~~said damping device having the first portion adapted to be coupled to a motor vehicle frame and the other of said piston and cylinder being~~second portion adapted to be coupled to a motor vehicle wheel mount structure, said damping device being adapted to dampen movement of said portions toward and away from each other;

a first magnetic structure, said first magnetic structure having an aperture provided through a portion thereof, the aperture receiving the piston first portion of said damping device so as to connect the piston first portion of said damping device and said first magnetic structure;

a second magnetic structure, said second magnetic structure having an aperture provided through a portion thereof, the aperture of the second magnetic structure receiving the cylinder second portion of said damping device so as to connect the cylinder second portion of said damping device and said second magnetic structure;

wherein said first and second magnetic structures are arranged on the piston and cylinder~~first and second opposite portions~~ with like magnetic poles opposing one another to create a resilient magnetic bias to repel the piston and cylinder~~first and~~

second portions of said damping device during a relative movement of said piston and cylinderportions toward one another, and

wherein the first and second magnetic structures are disposed radially outwardly from the piston and cylinder, respectivelydamping device.

15-16. (Canceled)

17. (Original) The suspension device of claim 14, further comprising an outer structure adapted to receive and contain said damping device and said first and second magnetic structures.

18. (Original) The suspension device of claim 17, wherein an interior surface of said outer structure is positioned in sliding engagement with outer surfaces of said first and second magnetic structures.

19. (Original) The suspension device of claim 18, wherein the interior surface of said outer structure is positioned in sliding engagement with the outer surfaces of said first and second magnetic structures so as to form a fluid-tight seal between said outer structure and said magnetic structures.

20. (Currently Amended) The vehicle suspension system of claim 19, further comprising a pressurized gas disposed within a cavity having cavity walls defined by said first and second magnetic structures, an outer surface of the damping device, and said outer structure.

21. (New) A vehicle suspension system comprising:

a shock absorber having a piston that telescopically mates with a cylinder to define a fluid tight first chamber, one of said piston and cylinder being

adapted to be coupled to a motor vehicle frame and the other of said piston and cylinder being adapted to be coupled to a motor vehicle wheel mount structure;

    a first magnetic structure connected to the piston and disposed outside of the first chamber;

    a second magnetic structure connected to the cylinder and disposed outside of the first chamber, said first and second magnetic structures having like magnetic poles opposing one another to create a resilient magnetic bias to repel said piston and cylinder during a relative telescopic movement of said piston and cylinder toward one another.

22. (New) The vehicle suspension system of claim 21, further comprising:

    an outer structure disposed radially outwardly from the shock absorber and the magnetic structures, a fluid tight seal being formed between the outer structure and the magnetic structures;

    a fluid tight second chamber having chamber walls defined by said first and second magnetic structures, an outer surface of the shock absorber, and an interior surface of the outer structure; and

    a pressurized gas disposed within the second chamber,

    wherein the second chamber is disposed radially outwardly from the first chamber.

23. (New) The vehicle suspension system of claim 22, wherein the outer structure is radially spaced from the first chamber.